100) G

NORTH DAKOTA AVIATION NEWSLETTER

PUBLISHED BI-MONTHLY IN THE OE AVIATION

AERONAUTICS COMMISSION BISMARCK, NORTH DAKOTA NORTH DAKOTA

MINOT AIR BASE FLY-IN SET FOR AUGUST 15th

Private aircraft pilots from North Dakota, the adjoining States and Canada have been invited by the Commander of the Minot Air Force Base to attend a fly-in breakfast and tour at the Minot Air Force Base, Sunday, August 15th, Canadian fly-in visitors to the base can clear customs on the Base proper at no charge. This no charge pertains to the Air Force Base only. If a landing is effected at the Minot International Airport, the Air Force Base only. If a landing is effected at the Minot International Airport, the Air Force Base only. If a landing is effected at the Minot International Airport, the Air Force Base only. If a landing is effected at the Minot International Airport, the Posts only. It also be a medically the Air Force Base dining facility. Cost of the breakfast will be very nominal, not exceeding fifty cents.

The tours will be conducted by the base for these groups as collected on the flight line, and after breakfast a day of many varied activities will began. For lunch (also dutch) each group will be taken to any one of the numerous dining facilities of their choice, such as the Officers and NGO clubs, etc. A huge amount of work and planning by base personnel has gone into this event which promises to be a memorable occasion. Cameras are allowed except in a few restricted areas.

The huge base with a population of 18,500 personnel has more on base housing than any other in the world.

Included in the tour schedule are visits to tactical and non-tactical aircraft displays, while a military fly-over and static displays of new aircraft by a number of civilian distributors also will be offered.

Base officials said awards will be presented at the end of the day to the olderion.

origin.

Pilots are cautioned to bring their own tie-downs and in the event cross-winds are too strong, landings can be made at Minot International where transportation will be furnished to the Air Base.

Pilots planning to participate are required to fill out a copy of Air Force Form 180, which is available at local airports or can be completed upon landing at the installation, about 12 miles north of Minot along U.S. Highway 83. The form releases the Air Force from liability in connection with the use of the base by the private pilots. Two-way radio capacity is mandatory, according to officials.

Frequencies to be used calling the Minot Air Force Base are as follows:

ωl				
C I	O.	ιņ.	ď	ń
Į.	26	$\overline{\infty}$	56	8
	*****			bren.
Ю				
เก				
4.0				
ısmi				
ben 1	~	ın	LΛ	ın
	26.	0.2020		
ند	2	N	2	
af				
Ü				
Ĭ.				
∢				

NORTH DAKOIA AVIATION OPERATORS MEET IN Devils Lake, Monday, July 26th

A meeting in Devils Lake, July 26th called by President Bob Wells of the North Dakota Aviation Operators drew a good attendance of aerial applicators.

New Part 137 "Agricultural Aircraft Operations" as printed in the Federal Redate of January 1st, 1966.

The Operators, after a discussion, woted to petition the Federal Aviation
Agency Administrator Um. F. McKee to reconsider and withdraw Part 137 as not being in the Public Interest. They further voted to make a telephone survey of the Aerial Application Associations of the seventeen states of Arizone, California, Idaho, Iowa, Kansas, Louisiana, Minmesota, Mississippi, Nebraska, Missouri, Montana, Oklahoma, Oregon, South Dakota, Texas, Visconsin, and Washington, which do 66,346,000 acres of application or over 90% of all the application in the conterminous United States. Of those surveyed, only California indicated that they could live with Part 137.13 Continuance of existing Authority, it states that "Any person conducting agricultural Aircraft Operations under a certificate of waiver issued by the Administrator that is in effect on the day before the date on which this part becomes effective may continue to operate under that certificate of waiver issued by the Administrator that is in effect on the day before the date on which this part. Decomes effective may continue to operate under that certificate of waiver issued by the Administrator that is in effect on the day before the effective date of this part." Under Part 137.19 it also states "(d) Aircraft; The applicant must have at least one certified and airworthy aircraft, equipped for agricultural operation." To the aerial applicator the foregoing Grandfather Clause means that he can qualify under the new part 137 if application is made before the date of

N. D. AVIATION OPERATORS (Contid) expiration of his Federal Low Flying Certificate of Vaiver which is usually to Dec. 31. (Note of caution to all aerial applicators--make sure of your flying waiver, double check to see that it is current and has the date extended. 31.)

路路路路

MECHANICS SAFETY AWARDS PROGRAM IMPROVED FOR 1965

Experience gained in the first two annual Aviation Mechanic Safety Awards Programs has prompted changes in the nationwide activity.

Programs has prompted changes in the nationwide activity.

One of these will be to offer all winners a tuition-free maintenance training course of their choice at the FAA Academy in Oklahoma City. Another change includes the award of metal replicas of FAA mechanic certificates to State and Regional winners from the Champion Sprark Plug Co.

The 1965 program will be expanded to include ideas developed during 1964 and 1965, with entries accepted through December 31, 1965. State winners will be honored in February, 1966.

The awards program is a joint venture of the FAA, State Aeronautics Commission and Flight Safety Foundation. If you desire to enter this competition, please write to the FAA, General Aviation District Office, Box 2128, Fargo, N. D. and request form 3338, entitled "Nomination for Aviation Mechanic Safety Award."

NEW AVIATION WEATHER HANDBOOK

A new publication called "Aviation Weather" is replacing the old Pilots Weather Handbook. This Handbook is a joint publication of the Federal Aviation Agenther Handbook. This Handbook is a joint publication of the Federal Aviation Agenther Hight Standards Service and the U.S. Weather Bureau, Department of Commerce: It is designed for pilots or other flight operations personnel and provides an up-to-date and expanded text for pilots and other flight operations personnel whose interest in meteorology is primarily in its application to flying.

To order copies of publication ask for FAA Advisory Circular AC No. 006

Aviation Weather dated 1965; send check or money order in the amount of \$2.50 made payable to the Superintendent of Documents, U.S. Government Printing Office, Wash-

20402.

* * * *

ADVISORY FOR LIGHT AIRCRAFT

Effective July 1, the word "AIRMET" will be the new label for the U.S. Weather Bureau Advisory for Light Aircraft. AIRMET advisories will inform light aircraft pilots of: (1) moderate icing; (2) moderate turbulence over an extensive area; (3) extensive areas of visibilities less than two miles and/or ceilings less than 1000', including mountain ridges and passes; and (4) winds of 40 knots or more within 2000' of the surface. SIGMET advisories will continue to be used to alert pilots to weather conditions severe enough to be potentially hazardous to alert flight operations, including: (1) tornadoes; (2) squall lines; (3) three-quarter inch hail; (4) severe and/or extreme turbulence; (5) heavy icing; and (6) widespread duststorms or sandstorms lowering visibilities to less than two miles.

FEDERAL AVIATION AGENCY DISTRICT AIRPORT OFFICE MOVED TO WOLD-CHAMBERLAIN
Mr. S. O. Harter, District Airport Engineer, has informed the North Dakota
Aeronautics Commission of the move June 30, 1965, of the Federal Aviation Agency
District Airport Office, serving the states of Minnesota, North Dakota and Wisconsin, from 622 Commerce Building in St. Paul to 6301 34th Avenue, South, Minneapolis,
Minnesota, 55450. The new offices are in the former terminal building at WoldChamberlain Field. The phone number is 721-2466, area code 612. The District Airport office personnel are available for airport advisory servies and to assist local governmental units requesting Federal Aid for airport development.

meaning various air speeds for given configurations, for stall, best rate of etc. Here's a run-down of the speeds:

Vso - Landing configuration stall at gross weight, power off.

Vsi - Cruise configuration stall at gross weight, power off.

Vf - Maximum speed with flaps fully extended.

Vno - Maximum speed for normal operation, 30 ft. per sec. sharp edge gusts. (Maximum structural cruise.)

Vne - Never exceed speed, 15 ft. per sec. sharp edge gusts.

Vmc - Minimum control speed (single engine), takeoff power on good engine, critical engine windmilling, gear up, aft C. G. limit and flaps at takeoff setting.

Maneuvering speed (aircraft will stall before exceeding design load factor.)

Vyse. Best rate of climb speed (two engine).
Best rate of climb speed (single engine).
Best angle of climb speed (two engine).
Best angle of climb speed (single engine)

WALHALLA-HASKETT BORDER LANDING STRIP DEDICATED MAY 16th

A new border landing strip on the Canadian side of the North Dakota-Canadian
boundary was dedicated and opened on May 16th at Walhalla-Haskett, Manitoba. About
35 Flying Farmer aircraft landed there for the opening from Canada and North Dakota.
The East-West 2,640 ft. X 99 ft. grass strip is located on the Canadian rightof-way adjacent to the International Boundary. There is a ½ mile taxi strip to the
edge of State Highway #32, where both U.S. and Canadian Customs are located.
The strip has runway markers and a windsock. Including the taxi-strip over-

run, which is equally as good as the runway, the overall length of usable about 5,000 ft.

The Canadian Customs have ruled that no advanced arrival notice is required and clear Canadian Customs going north into Canada. No advanced arrival is required to clear U.S. Customs, since upon returning from Canada, your will be landed and parked in Canada. noticeis to land

N. D. FLYING FARMER LADIES AUXILIARY. REPORTS

Mrs. John Kirschman, Past President of the Flying Farmers Ladies Auxiliary reports: We had a wonderful time at Carrington at the State Flying Farmers Convention on June 26-27, even though the weatherman was a bit hard on those who flew. Some had to add extra air miles by flying around the weather, while others had to set their planes down and drive the rest of the way.

Hilighting the meeting was the presence of the International Flying Farmers Queen, Mrs. Lila Eickhoff. She gave a very interesting talk stressing that ladies should take some flying lessons.

Results of the election of officers for the ladies auxiliary were: Mrs. Lindemann, Lucca, President; Mrs. Lee Gensrich, Hatton, Vice President; and Mrs. Gene Lindermann, Secretary-Treasurer. Directors for the following year are: Mrs. John Kirschman, Regent; Mrs. James Shaw, Minot; and Mrs. Francis Simmers, Jamestown.

James town and Mrs. ** 米米

AIRPORTS AND OPERATORS

INSTRUMENT TRAINING PROGRAM. Of past instrument students that have taken the course 98% have passed the FAA tests, according to Lee Barnum, Chief Flight Instructor. Barnum states that the program has two ground school instructors, two instrument get your instructors and complete IFR equipped aircraft. He also stated that you can get your instrument rating in less than a month if you qualify. He said that the entire ground and flight training program, including lodging for two weeks is only \$749.00. Accommodations are arranged. For further information write or call Lee Barnum, Chief Flight Instructor, Kundert Aviation, Hector Field, Fargo, N. Dak.

ARVEY - Wayne Roble of Harvey has informed the Aeronautics Commission that Municipal Airport has 2,640 ft. of the NW-SE runway lighted and in operator HARVEY

HAZEN - Robert Stroup of the Hazen Park Board states that the NW-SE runway of the Hazen Municipal Airport has been extended to 2,640 ft. and has been rolled. Markers have also been repainted and he reports quite a bit of activity because of the Thermal-electrical power plant construction at Stanton, N. Dak.

nearing the finish-DEVILS LAKE - Palmer Foss and Bob Meier of Foss & Meier are ing touches to a new $60^{\circ} \times 110^{\circ}$ hangar.

 $$\rm GRAFTON-Hod\ Hutson,$ the Operator and Manager of the Grafton Municipal, has tructed a $24^{\circ} \times 48^{\circ}$ office and pilot lounge on the airport. The building also an attached garage. Hy Rhonemus, formerly of Grand Forks, has leased the shop lities at Grafton, and is offering major and minor A&P service. facilities at Grafton, and

runway, NW-SE taxiway, ramp, access road and terminal parking will be completed September I, 1965. The Terminal Building has a completion date of January 30, I and is nearing 38% of completion, according to Heinemeyer.

The Unicom has been installed at the Bismarck Municipal Airport. Mc. Pilots are invited to use the facility. SMARCK - A Unic y is 123.0 Mc.

NORTH DAKOTA FLYING FARMERS ELECT: Elected President at the annual Flying Farmers Convention at Carrington, N. D. was Lee O. Gensrich, Hatton. Other officers named were James W. Shaw, Minot, Vice Pres.; Harold G. Vavra, Bismarck, Sec.; and Mrs. Elma G. Rambough, Braddock, Treas. New directors named for a two-year term are Herman Johnson, Crosby; Rudolph Johnson, Grafton; R. C. Lindemann, Lucca; and John Kirschman, Regent. Hold over directors, having one year remaining terms of office are Ben Schuster, Melville; Billy Thorson, Bucyrus; John Fagerland, Noonan; and Clell Rambough, Braddock. Elected director at large was William Homestead, Crosby.

Airman name on your <u>د</u> . Z already done so, renew your linsure the continuation of If you haven't mailing list of the Newsletter. ATTENTION ALL PILOTS: If yogistration Certificate now.

Dak

Pilot: Julius Brekhus, Norma, N. Dak.
Time & Place: June 29, 1965 - 1845 hrs., 5 mi. W & 3/4 mi. N of Grano, N. Dak.
Pilot Time: 19:20 dual, 70:40 solo - 90:00 TT, Student - Age 52
Aircraft & Damage: Piper PA18, 150 Hp - Total, burned. INJURIES - fatal. Ae

Applicator

INJURIES: Fatal
Investigation revealed: Pilot arrived on the scene and made a turn waiting while the farmer-flagman proceeded into position to flag the field. The E-M field was \$\frac{1}{2}\$ mile long with a clear approach on the east end and an REA line on the west end. The wind was at 330° at 19 knots as given at Jamestown. After the flagman got into the wind was at 330° at 19 knots as given at Jamestown. After the flagman got into the wind was at 330° at 19 knots as given at Jamestown. After the flagman got into the wind was at 330° at 19 knots as given at Jamestown. After the flagman got into to position, the pilot dropped into the field on the east end and immediately pulled out again, pulling up to a height of 30 - 50 ft, passing the flagman on the south side. The pilot then continued in a large sweeping turn to the left and while on a heading of approximately 30 - 45° at a height of about 100 ft., according to witness, the aircraft suddenly nosed down and crashed. Aircraft made initial ground contact with the right wing at a very steep angle, turning over on its back, sliding 60 ft., and burning. It was impossible to ascertain from the witness as to whether or not the aircraft lost flying speed in the left turn and stalled, or whether the pilot became incapacitated, slumping over the stick and flying the plane into the ground. In a letter from the immediate family to the Aeronautics commission, the family stated that Mr. Greshik had suffered severe pains in his chest all spring. He had taken a physical three weeks prior to the accident, which had indicated in the letter from the immediate family to the Aeronautics of the contact of the accident, which had indicated in the letter from the interest severe pains in the letter from the interes

Pilot: Neil O. Mickelson, Souris, N. Dak.

Time & Place: 6:30 p.m. CST - 1 mi. East, 3/4 mile N. of Souris on July 14, 1965

Pilot Time: 1648 Hrs. TT, Commercial SEL - Age 37

Aircraft & Damage: Call-Air, N 3569G, 235 Hp. Lyc., Aerial Applicator, Total damage. INJURIES: Fatal

Investigation revealed: Pilot using his son as flagman, had completed spraying of a 30 acre field of flax. The flax field was ½ mile long N-S with clear approaches on each end of ¼ mile. On the last pass the son had departed for home and did not see the crash. The wind was very light at about 1 - 2 miles per hour from the SW. It has been ascertained from witness that the pilot was in a steep turn to the right when it stalled and started to rotate to the left. Aircraft impacted in nearly a vertical position 810 feet from the end of the field being sprayed, striking the left wind hardest, breaking the spar, then continuing the rotation another 20 - 25 degrees. Impact which has been estimated at about 40 g/s, caused the pilot to break the wide military-type seat belt, although the shoulder straps held. Cockpit area was not reduced in area and remained intact. Impact caused severe internal injuries to the pilot and he also received broken legs. He died three hours later in a Bottineau Hospital.

°

Pilot: James E. Fischer, Emmet, N. Dak.

Time & Place: July 7, 1965 at 7:00 p.m. CST - 1 mi. west and $\frac{1}{2}$ mi. S of Emmet, N. Pilot Time: Approx. 2210 TT, Commercial ASEL - Age 38

Aircraft & Damage: Piper PA-II, N. 4990H - Burned, total. INJURIES: Fract. verteb Pilot Statement: On completion of third pass in a west direction, a pullup was made over a high line, started a procedure turn to the left. The turn was about 3/4 completed when the right wing came up and the aircraft slid to the left into the ground. Immediately after impact, the aircraft burst into flames.

*

ATTENTION ALL PILOTS: Reregistration certificate Renew your s: valid airman certificate from July 1, 1965 Ç registration now.

pilot: Gale E. Lasher, Bowman, N. D. or 3733 - 13th Ave. S., Minneapolis, Minn. Time & Place: July 3, 1965, 11:00 a.m., 14 mi. north of Bowman, N. D. Time & Place: July 3, 1965, 11:00 a.m., 14 mi. north of Bowman, N. D. Time & Place: July 3, 1965, 11:00 a.m., 14 mi. north of Bowman, N. D. Aircraft & Damage: Piper PA-11, N 8769, Aerial Applicator - Damaged Prop, Cowling, Carburetor, landing gear, ring wing and struts, 16ft wing struts, fuselage, 1eft elevator and horizontal stabilizer.

Pilot Statement: I was spraying a wheat strip just east of highway 85 and west of pilot Statement: I was spraying a wheat strip just east of highway 85 and west of white buttes. The strip layed west to east. On arriving there I made my first swath on the north side of the strip flying down the butte, on making my second swath toward the butte I cut off halfway down the field and started my pull up to swath toward the butte I cut off halfway down the field and started my print air and my airspeed dropped to just above stalling and I was unable to gain speed to climb over the hills to my left or make a turn to my right because of my proxto climb over the hills to my left or make a turn to my right because of my proxto climb over the hills to my left or make a turn to my right because of my proxto climb over the hills to my left or make a turn to my right because of my proxto mity to a ridge ahead of me and to my right, so I flew straight head up a small imity to a ridge ahead of me and to my right, so I flew straight out and it hit flat to my left and turned the plane toward it, the plane stalled out and study on its belly on the level spot and skidded forward about thirty feet and spun around. The accident did substantial damage to the plane but thirty feet and spun

* * * *

Pilot: Orville Sorum, Pelican Rapids, Minnesota

Time & Place: May 6, 1965 - 8:45 a.m.CST - 6 mile southeast of Williston, N. Dak.

Pilot Time: 1900 Hrs. TT, Private SEL - Age 57

Aircraft & Damage: Left and right wings damaged, outboard of lift struts & proposition to statement: Because of low ceiling and flooded conditions of the river I became confused as to where I was at & decided to land in a road and inquire as to my position. I landed in a gravel road close to a farm house. I made a normal landing and was rolling along just fine until it slowed down and about stopped and then it sunk down in the mud and turned over on its back, real slow. The prop was then it sunk down in the mud and turned over on its back, real slow. The prop was then and the wings was damaged outboard of the lift struts. No one was hurt.

Pilot: Robert Time & Place:

Pilot: Robert D. Wood, 1211 Oak St., Grand Forks, N. Dak.
Time & Place: May 13, 1965 - 3:30 p.m. CST - Nekoma, N. Dak.
Pilot Time: 1500 Hrs. TT, Commercial, ASEL & MEL, Fl - Age 20
Aircraft & Damage: Cessna 180 - Damaged Prop, Horiz. Stabilizer, right elevator, right strut. INJURIES: None

Pilot Statement: Aircraft settled back down on takeoff forcing me through a fence ****right strut,

Pilot: Thomas C. Moore, 3846 No. Hamilton, Chicago, Illinois Time & Place: May 22, 1965 - 1420 Hrs. - Grand Forks, N. Dak. Pilot Time: 3450 hrs. TT, Comm., FI, AS&MEL, SEA - Age 28 Aircraft & Damage: Bell Helicopter - demolished. INJURIES: Crew - serious;

Passenger - minor

Pilot Statement: While making an auto rotational descent and planning a power recover, apparently the engine failed due to carburator ice. $\star\star\star\star$

Pilot: Joseph C. Crawford, 515 Oxford St., Grand Forks, N. Dak. Time & Place: May 22, 1965 - 4:45 p.m. - Michigan, N. Dak. Pilot Time: 32 Hrs. TT, Student - Age 20 Aircraft & Damage: Cessna 150 - Damaged engine, landing gears, fire wall, wing Pilot Time: 32 Hrs. Aircraft & Damage: CINJURIES: None

Pilot Statement: Beginning return leg of cross country from Grand Forks to Michigan, N. D. and back. I was leaving Michigan at 4:45 p.m., Sat., 5/22/65. Upon takeoff, the plane struck a soft spot in the turf runway which ran the nose into

* * * *

Pilot: Ernest J. Helco, #34 Valley Ho Trailer Court, Grand Forks, N. Dak. Time & Place: June 1, 1965 - 4:30 p.m. - 15 mi. N Mapes, N. D., Missile Site Pilot Time: 2300 Hrs. TT, Commercial ASEL - Age 37 Aircraft & Damage: Cessna 180 - Damaged Left Elevator INJURIES: None Pilot Statement: Landing at Missile Site F-O from North touch down on road; roll out on landing roll; set tail wheel on ground; gust hit plane from left; moved tail around; plane slid into ditch catching elevator on bank.

Pilot: Fridolin A. Duss, 4705 Holly St., Kansas City, Missouri Time & Place: June 7, 1965 - 1508 Hrs. - Grand Forks, N. Dak.
Pilot Time: 143.30 Hrs. TT - Private ASEL - Age 33
Aircraft & Damage: Piper Cherokee - Damaged left wheel, front wheel and engine block removed. Propeller damage. INJURIES: None pilot Statement: Came in for landing, hold very hard against crosswind. Touched down, left wing was lifted lightly, when front wheel touched ground, plane went of the runway. I also bounced, tried to flare out but then the wind really started to lift left wing. The grass was rather soft--plane however did not turn over. to lift left wind left wheel torn back. Possibly engine block moved toward cockpit. Propeller damaged.

. N. D. 150 Hp Stinson, new Ceconite fabric. Contact W. <u>ب</u> Skjerven

Park River, N. D.

FOR SALE: Luscombe 8A airplane, side by side Continental 65 Hp, 175 since complete major. 100 MPH cruise, metal prop, new battery, two landing lights, navigation lights, new annual. Real clean--\$1600. Contact Ron Polsfut, Benedict, N. D. Telephone - 722-4328.

wheel Fair-

FOR SALE: 1963 - 172 Cessna, fresh annual, full panel, recliner, seats, wheel Fair ings, Rot Beacon, Mark 4, very clean. Must sell. Contact Walt Beaton, Jr., Carrington, N. Dak. Telephone - 652-2638.

FOR SALE: Cessna 170, 1948 Model, new upholstery, carpet, headliner, wing covering, battery in 165. Engine TT 1311, SMOH 326, Electric T&B, Rate of climb, sensitive altimeter, clock, Narco VHT-2. Contact Paul Rismoen, 309 - 18th St., NW, Minot, N. Dak. Telephone - Business: 838-4078; Residence: 837-4214

FOR SALE: Dog Days Special - See Capital Aviation for your DME Installation--Save money now. Cessna 150, 1963 Model, partial panel, individual seats, large wheels, 27 channel Mark 4, heavy duty generator, rot. beacon, 964 hrs TT. Contact Capital Aviation, Municipal Airport, Bismarck, N. Dak. Telephone: 223-0260

* * * * *

NORTH DAKOTA AERONAUTICS COMMISSION BISMARCK MUNICIPAL AIRPORT P. O. BOX U BISMARCK, NORTH DAKOTA

FOR SALE: 1953 Cessna 180, full panel, MK-2, 680 SMOH, new periodic; 1959 Comanche 180, 625 TT Since new; 1961 Comanche 250, autofilite, 1965 paint, 80SMOH engine & prop; 1961 Comanche 250 autofilite, 675 total time Since new; 1963 PA18-150 Super Cub and Sprayer 550 TT; 1949 PA-11, C-90, new cover, 750 TT Airframe & engine, 200 Stop over haui; 1952 PA18 - 125, cover 3 yrs. old, 300 SMOH; 1963 Piper Colt, 650 TT; 1946 Cessna 140, 200 SMOH, VHT3; 1947 Cessna 140, C-90, LTR-6, 200 SMOH; 1964 Maule 200 TT, Make offer; 1946 Ercoupe C-75, 600TT Since new, new cover on wings, MK1 radio; 1946 Ercoupe C-85, 200 SMOH, VHF radio; 1961-150 Pawnee: 1946 J-3 Cub. 115 Lyc., 60 gal. sprayer; 2 - 1946 Aeronca Champs. Have following engines for exchange: 1 - 125 Hp. Lyc; 1 - 150 Hp. Lyc; 1 - 250 Hp. Lyc; 1 - C-85 Cont; 1 - D470K-230 Cont.; 1965 Pawnee 235; 1964 Pawnee 235; 1958 - 172 damaged; 1953 Tri-Pacer damaged; 1959 Cessna 180 - 360 TT since new.

AIRCRAFT AUCTION - Sept. 20th, 1:00 p.m. CST. Consign aircraft 5 days in advance. Consignment fee of \$50.00 per plane at time of consignment. A sales fee of 3% of gross price of plane with a \$100.00 minimum will be charged. Contact Mid-State Aviation, Inc., Box 517, Mandan, N. Dak. Tel. 663-6431; Evening calls - 663-8941.

FOR SALE: Piper PA18, 150 Super Cub, 1956, TT 1600 Hrs., always hangared, one owner, asking \$4,000. No trades. Box 612, Williston, N. Dak. Telephone - 572-3773 Contact SerVair Accessori